

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims. These claims are reflected in the substitute specification.

Claims 1-12 (Canceled)

13. (New) A straddle-type vehicle comprising:
 - an engine case containing at least a portion of an engine;
 - a speed-changing transmission selectively driven by the engine, the speed-changing transmission including a shift shaft and a dog;
 - a shift actuator; and
 - a shift control device for performing shift control of the speed-changing transmission, the shift control device including a shift actuator and an actuation force transmission mechanism, the shift actuator being configured to be stroked by a predetermined amount to move the shift shaft and a dog into and out of engagement, the actuation force transmission mechanism being disposed outside the engine case and being interposed between the shift actuator and the shift shaft, and the actuation force mechanism including:
 - first and second coupling parts being sized and configured to be coupled together to provide movement relative to each other;
 - a biasing mechanism for urging the first and second coupling parts toward a neutral position; and
 - a stopper mechanism for stopping the relative movement of the first and second coupling part when one of the first and second coupling parts is moved relatively from the neutral position against urging force of the biasing mechanism.
14. (New) The straddle-type vehicle according to Claim 13, wherein the transmission mechanism is arranged such that, when a resistive force acts against the movement of the transmission mechanism, the first coupling part moves relative to the second coupling part against the urging force of the biasing mechanism until the first coupling part is stopped by the stopper mechanism, and wherein in response to a continuing resistive force, the first and second coupling parts moving together upon the first coupling part being stopped by the stopper mechanism.
15. (New) The straddle-type vehicle according to Claim 13, wherein the first and

second coupling parts are coupled so as to slide relative to each other.

16. (New) The straddle-type vehicle according to Claim 15, wherein the biasing mechanism includes a compression spring.

17. (New) The straddle-type vehicle according to Claim 13, wherein the first and second coupling parts are coupled for at least rotational movement relative to each other.

18. (New) The straddle-type vehicle according to Claim 17, wherein the biasing mechanism includes a leaf-type spring having an elongated, rod-like shape.

19. (New) The straddle-type vehicle according to Claim 17, wherein the actuation force transmission mechanism is disposed on the shift shaft.

20. (New) The straddle-type vehicle according to Claim 19, wherein the actuation force transmission mechanism is disposed on a gear shaft of a speed reduction mechanism coupled to the shift actuator.

21. (New) The straddle-type vehicle according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism for transmitting actuation force of the shift actuator to the shift shaft, the actuation force transmission mechanism is held by the coupling mechanism.

22. (New) The straddle-type vehicle according to Claim 21, wherein the transmission mechanism is provided in a case held by the coupling mechanism.

23. (New) The straddle-type vehicle according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism for transmitting actuation force of the shift actuator; the coupling mechanism being of adjustable length.